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EQUITY LIFE ASSURANCE

SOCIETY OF U.S.A. gives the

BEST SECURITY.

Lives a man with soul so dead

Who never to himself has said,

"I must protect my loving wife,

And so I must assure my life,

I would not be a soulless boor,

Who dies and leaves his family poor,

I'll pay a premium every year,

And then my loved ones will fear

But what, when I am in my grave,

They can have more than I can give,

If when old I living be,

The money will provide for me,

And an old age, seasons and bright

And peaceful as a summer night,

Shall lead me to the grave,

If you would be buried such,

And wish to find out just how much

Premium cost to you, call on me,

Write, phone, or call on me.

SHIYAN & CO.

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J. T. HAMILTON,

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Hongkong, 23rd October, 1895.

TO SHIPMASTERS

INQUIRE where your FRESH WATER

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We are the ONLY WATER BOAT COMPANY

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Hongkong, 1st October, 1895.

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ASSORTED TOFFEES.

MIXED BONBONS.

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TANGERINE BISCUITS.

ORANGE PASTE, ORANGE ROLLS

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THE HONGKONG DISPENSARY.Established A.D. 1841.
Hongkong, 10th November, 1896.NOTES TO CORRESPONDENTS.—
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DEATH.

At the General Hospital, Shanghai, on the 12th of
November, 1896, JAMES McDONALD, aged 35 years.

The Daily Press.

HONGKONG, NOVEMBER 20TH, 1896.

In the interview he accorded to the Shanghai Chamber of Commerce Sir NICHOLAS O'CONOR held out hopes that the opening of the West River might soon become an accomplished fact, not by reason of the pressure brought to bear by England, but because the Chinese were beginning to understand the elementary principles of political economy better than formerly and were coming to the opinion that the opening of the West River would bring in an increase to the Customs revenue. A voluntary opening would, of course, be more satisfactory than one forced upon the Chinese, and we sincerely hope that the ex-Minister's opinions may prove correct. It would not be surprising, however, to learn that what the British representative at Peking has been powerless to gain has in reality been granted at the behest of another power. From Canton we learn that the German Consul there has gone up the West River, leaving last week, and that his journey is reported to be in connection with the opening of that important waterway. It may be that Mr. SCHIRAMER has simply gone for a few weeks' pleasure trip, or to see the country, and that the report as to the object of his journey has only surmise for its foundation, but it is also possible that when the opening of the river is formally announced, it may be found that Germany has already made her arrangements for a concession at Wuchow. Sir NICHOLAS O'CONOR remarked that the opening of the river was a matter of the importance of which to trade and commerce was appreciated by all the Governments interested in the development of commerce. Germany is vitally interested in commerce, scarcely less so than Great Britain herself, and she appears to be in a position, at present, to "secure" compatriots with her wishes, whereas Great Britain's diplomacy amounts to little more than a beating of the air. If England musters her fleet and presents an ultimatum demanding the degradation of an already degraded official her demands are of course complied with, but without such a display of force she appears unable to secure any attention. We notice that our Shanghai contemporaries unite in praising Sir NICHOLAS O'CONOR, whose policy some of them condemned very strongly a short time ago. They confess they were mistaken in their former judgments, but fail to state the evidence which has convinced them of their error. One of the points claimed in favour of the retiring Minister, however, is, *nirrolic* dicta, that he has convinced China that England is her friend! China is not likely to do much for the sake of friendship. Coercion or self-interest are the only motives that are likely to induce her in granting concessions to foreign trade and, at present, she appears to think she can afford to ignore English wishes and English opinion, perhaps for the very reason that she is convinced that England is her friend—another illustration of the danger

of giving one's friendship too cheaply. The West River is really to be opened, we suspect that whatever diplomatic credit may attach to the matter will have to be accorded to the representatives of some other power than that of Great Britain. So far as Hongkong is concerned the result will be the same, except for sentimental considerations of nationality. We will gladly welcome the boon when it comes through the medium of German, American, or Japanese diplomacy, or is to be ascribed to the efforts of our own Minister, who ought to have secured it a dozen years ago.

H.M. cruiser *Pique* left yesterday for the North.

The N.Y.K. steamer *Azamor*, from Bombay, left Singapore on the 17th inst., and may be expected here on or about Saturday, the 23rd inst.

The U.S. cruiser *Olympia*, which arrived at Yokohama on the 8th inst., returned passing the O. & O. steamer *Coptic* on the 2nd inst., who reported "chloro" on board.

H.E. Sir NICHOLAS O'CONOR with Lady O'Conor and party arrived from Shanghai by the P. & O. steamer *Macapao* yesterday and are now on board the same steamer to-morrow, for London.

Jean Nadirah, 47, Queen's Road East, was fined \$10 at the Police Court yesterday for exposing for sale eighteen cases and eighteen tins of condensed milk, which were in such a decomposed condition as to be unfit for human food.

According to the Shanghai press, the reports of the successes of the Mahonquelle rebels in Kienau have been greatly exaggerated. Lanchow is said to be as quiet as ever and Sining to have been reoccupied, and the disturbances generally to have been suppressed.

A Ningpo letter reports that a large consignment of the new dollars and subsidiary coins of the Hupai mint arrived recently in Ningpo. The coins were at once taken up by a number of local banks, the idea being to replace the Mexican dollars now in use.—*N.C. Daily News*.

At the Police Court yesterday Phillip Thomas, master of a boat, was sentenced to six weeks for stealing 174 lbs. of sugar, the property of Fred Summers, the chief officer of the vessel. A similar sentence was passed upon a Malayan who stole 93 lbs. of sugar from the vessel.

For selling intoxicating liquors to a drunkard, Wm. Krater of the Rose, Shunmoo, and Tung Loon, 290, the Road Central, was fined \$50 by the Magistrate.—*China Mail*.

Another penalty was inflicted on Rose Waller, of Japan, for selling intoxicants without a permit at a cigar shop at 44, Queen's Road East.

It is stated that the object of the German squadron in visiting Amer is to intercept the German ships that are to be sent to China for six weeks for repairing 174 lbs. of sugar, the property of Fred Summers, the chief officer of the vessel. A similar sentence was passed upon a Malayan who stole 93 lbs. of sugar from the vessel.

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has to be brought about by means which are most effective in reaching an understanding with South American countries.

The "Times," of Liverpool, also published a letter signed by Hugh Watt, deplored the retrograde condition of British Guiana, due, it is claimed, to an attempt to bolster up the decaying sugar-cane industry, but predicting that Chamberlain's policy will revive its industrial prospects.

The press comments on this evening announced that the Government had received a report from the Foreign Office sent to Venezuela and that the Foreign Office had not even received an intimation that it had been delivered to President Crespo. Probably this accounts for the fact that the Foreign Office will only confirm the St. James' Gazette story of the ending of the ultimatum to the extent of saying that it is true that the Marquis of Salisbury was taking steps to inform Venezuela that reparation is required of the Uruguayan.

The announcement that the Foreign had sent an ultimatum to Venezuela caused but little surprise and was generally regarded as an ordinary incident of a "strong Conservative policy," of which there have been previous examples by the present Government, the notifications to China and Australia being forerunners of the present dispute. In the case of Nicaragua, evidently expected, the ultimatum will have the effect without the necessity of a recourse to the arbitrament of arms.

The possibility of active intervention upon the part of the United States, which is recognized as being the most serious side of the dispute, is discussed by the Times, and it is not a secret of fact that it is generally believed that the British colony of Guiana is in a bad way, and that her salvation lies in exploiting the gold fields which are in the disputed area.

LONDON, 21st October.

In view of the many reports in circulation regarding the attitude of Great Britain toward Venezuela, the following official announcement was made today:

"The Government of Venezuela not offering an apology or reparation for the Uruguayan incident, the Marquis of Salisbury has taken steps to inform us as to what reparation Great Britain requires, but as diplomatic relations between the two countries have been broken off for some years, the communication was not sent through the direct diplomatic channel. As the document has not yet reached us, we can only comment on its substance, giving the details of its contents. But it is necessary in order to form an opinion that Great Britain would not permit Venezuela to overlap the boundaries marked by the courses of the rivers Orinoco and Amazon, but is willing that the question of the other disputed territory shall be submitted to arbitration."

A high official of the British Foreign Office today said that Great Britain had no objection to the maintenance of the status quo in the subject of the mining jurisdiction between Great Britain and Venezuela, but had forwarded to President Crespo. This added the informant, is a very different thing, as all persons acquainted with the principles of diplomacy will recognize. Continuing, he said, "Lord Salisbury thinks that sufficient time has elapsed for reparation to have been made out with this view prepared the discussion in question."

The English Telegraph Company this afternoon sent out a report of an interview which one of its representatives had had with the United States Ambassador, Thomas F. Bayard. Mr. Bayard is quoted as saying that he will probably receive an immediate answer from the Marquis of Salisbury on the Venezuelan question and that the United States will be quite ready to take such action as may be necessary for the restoration of the consideration of the frontier disputes. The United States Ambassador is also credited to have informed the representative of the Exchange Telegraph Company that the United States can do nothing regarding the Marquis of Salisbury's demand for an indemnity from Venezuela.

LONDON, 22nd October.

The Times says that the Marquis of Salisbury has sent an ultimatum to Venezuela. Some of our American friends have been less precise in their interpretations of a report that the Marquis of Salisbury has sent an ultimatum to Venezuela. Lord Salisbury's despatch had to be sent through Berlin. Its tenor was not such as to raise the question which a portion of the American press seems so anxious to discuss. The claim that the right bank of the Guyana river belongs to the then colony of Venezuela is in the air, though the British policy, until the violent act is uttered, is an ample apology is made, they are in a position of having suddenly removed the dispute from the sphere of diplomacy and challenged its settlement by force. Whether they count upon enjoying immunity on account of the distance to the scene of action from England, like other weak states, that presence upon their island means to do little, great power would attempt, it is true, the curtail of European politics would taught a salutary lesson."

MARLBOROUGH IN CUSTODY.

New York, 18th October.

Down the serpentine northward slope of the west drive in Central Park, long bicyclists coasted rapidly at 1.30 this afternoon, according to Park Policeman Smith's story.

Smith said, "In regular, but were a light suit, with full-length trousers held in at the ankle by spring clamps. He wore a muffler and a light fedora hat. When the road forks, opposite One Hundred and Eighth Street, Officer Sweeney stood. As it is against the rules to coast or ride very fast in the park, the officer haled the bicyclist, but did not appear to hear the summons to halt."

"I paid him a fine," said Sweeney in his report, "and I started on a run after him as he ran round the corner toward Seventh Avenue and the One Hundred and Tenth Street gate. I'm something of a runner, but I say I could not catch up with the rider, so I blew my whistle and Officer Boyran at the gate stopped him and detained him until I came."

"Said the bicyclist, 'What do you want with me? I said I wanted to arrest him for crossing in the park against the rules. He was indicating and said he was a British subject and that it was an outrage to arrest him.'

"Do you know who I am?" he asked, and as I replied 'No,' he said, 'I'm Duke of Marlborough.'

I told him that I couldn't help him, that he had violated the rules and I wanted him to go to the station-house with me. He refused again his arrest, but readily accompanied me. While we were still at the gate a young man came up and offered to go as a witness, as he had seen the Duke coasting, and also had seen the arrest. The Duke also wanted him to go as a witness and offered to exchange cards with him, but as the young man had none, the law in the way he was riding. He was admonished and discharged."

The blotted record of the arrest is timed 1.40 p.m., and reads: "Duke of Marlborough, white, English, citizen of New York, Officer Sweeney. Officers say he was twice asked of him, but in answer to only repeated his title."

THE DUKE AGAIN PROTESTS.

New York, 21st October.

The welling presents for the Duke of Marlborough and Miss Vanderbilt have begun to arrive from England, and they cannot be admitted free of duty. The Duke visited Acting Com. General Fraser of Great Britain to see if that general could intercede in his behalf. Mr. Fraser sent a very busy day yesterday visiting Government officials. Council Elphinstone of the Law Department of the Customs-house did not see how the rule could be waived. The duty must be paid or the presents cannot be released, not even long enough for the rule in an honourable way.

A package arrived by mail Saturday which contained valuable jewelry, and the Duke was notified of the fact. The Duke visited Acting Com. General Fraser of Great Britain to see if that general could intercede in his behalf. Mr. Fraser sent a very busy day yesterday visiting Government officials. Council Elphinstone of the Law Department of the Customs-house did not see how the rule could be waived. The duty must be paid or the presents cannot be released, not even long enough for the rule in an honourable way.

Colonel Elphinstone, however, humorously suggested that if the wedding could take place in a bonded warehouse, the presents would be divisoried and held in bond, with the privilege of taking them back or paying duty. It was not known at the Com. General's office to day whether the Duke would refuse to pay the duty or not, but it was reported that he probably would not. It is probable that a large number of presents will arrive in time.

A PREMIER CONTEST.

Chicago, 19th October.

Pie was the article in the New York Porters' Social Club contest last night. Four negro car porters were in the contest. William

Owens ate eighteen pieces of pie, then was sent to a private room and drank seven glasses of water. George Johnson ate fourteen pieces, William Johnson ate sixteen pieces. Owens was an easy winner. He was last when he started, but not when he finished. He had started himself for two days, whetting his appetite. The pie was assortes. Benjamin Broadway, the president of the club, was present at the end, but was not able to taste it.

NEW ENGLAND BATTLESHIP.

Chatham (England), 18th October.

The newly constructed battleship Victorious was launched here to-day in the presence of a large crowd of spectators. This warship is the third largest vessel of this class provided for by the Naval Defence Act of 1889, to leave the stocks.

Mrs. Gresham, wife of the First Lord of the Admiralty, performed the ceremony of christening the new ship. Amongst the notables present were George J. Goschen, Lord Charles Beresford, Field Marshal Wolseley, and Thomas F. Bayard, the United States Ambassador, in whom honour the United States flag was conspicuously displayed.

The Victorious is of 13,000 tons, has a length of 300 feet long, and has an armament of 1,300 tons. Her sister-ships already launched are the Majestic, Magnificent, Prince George, and Illustrious.

A FAST TORPEDO-BOAT.

M. Normand, of Le Havre, is to be congratulated on the success of the sea-going torpedo-boat Forban, which recently did 31.2 knots on her trials, and thus established a record.

On the 13th the command of Lieutenant Le Trotter, who has already supervised the successful trials of the Chameau and Archer. On her run from Le Havre to Cherbourg, where the trials took place, the Forban did a mean speed of according to Le Yacht, 52 kilometres, or 32.2 knots.

HONGKONG REGISTER.

2000 NEWSPAPERS.

RECOMMENDED MACMILLAN & CAMERON'S PENS to their Readers.

THE WAVERLEY PEN for Easy Writing.

THE FLYING SCOTSMAN PEN, instead of a Quill.

THE SMALL HINDU PEN, Olivine Col. Point.

MACMILLAN & CAMERON'S WAVEY PEN.

Waverley Pens, Exmouth.

SHIPPING REPORTS.

The British steamer Hongkong, from Chinkiang 16th Nov., had moderate N.E. monsoon.

The British steamer Tsingtao, from Shanghai 15th Nov., and Swatow 18th, had light to moderate monsoon.

The British steamer Formosa, from Swatow 18th Nov., had moderate N.E. wind and fine weather. In Swatow German man-of-war *Alte*, *Arte*, *Arte* and *Metze*.

The British steamer China, from San Francisco 22nd Oct., Honolulu 24th, Yokohama 12th Nov., and Nagasaki 15th, had fine weather throughout the entire passage.

The British steamer Airtie, from Kobe 10th Nov., Moji 11th, and Fuchow 17th, experienced strong N. and N.W. wind with high sea to Tung Ying, and after leaving Fuchow made moderate N.E. and E. winds and fine weather to arrival.

VESSELS PASSED ANJER.

Oct. 23, Ned. str. Selah, Klein, Oct. 25, from Batavia for Rotterdam.

29, Ned. str. Drentsch, Sharp, Sept. 19, from Rotterdam for Batavia.

29, Amr. bark McLaurin, Oakes, Sept. 14,

29, British ship Royal Alfred, Luttrell, July 29.

29, British ship Bellona, Sep. 20, from Amsterdam for Batavia.

29, Ned. str. Pinnes Sophie, Soemer, Oct. 30, from Batavia for Amsterdam.

Nov. 3, Amr. bark Penobscot, McCaulder, Sept. 27, from Singapore for New York.

3, Nov. bark P. C. Slocum, Larson, Sept. 33, from Bangkok for Catia.

3, Amr. bark Kedah, Keckell, Sept. 15, from Rio Janeiro for Ayer.

29, British ship Royal Alfred, Luttrell, July 29.

29, British ship for Southampton.

29, Ned. str. Pinnes Williamina, Turfhor, Sept. 21, from Amsterdam for Batavia.

29, Ned. str. Pinnes Sophie, Soemer, Oct. 30, from Batavia for Amsterdam.

Nov. 3, Amr. bark Penobscot, McCaulder, Sept. 27, from Singapore for New York.

3, Nov. bark P. C. Slocum, Larson, Sept. 33, from Bangkok for Catia.

3, Amr. bark Samuria, Andersen, Nov. 1, from Batavia for Palang.

3, British ship For Stewart, Fletcher, Sept. 10, from Hongkong for New York.

3, Amr. bark Fred. P. Littlefield, Clarendon, Oct. 4, from Hongkong for Batavia.

3, Ned. str. Merca, Klein, Oct. 25, from Rotterdam for Batavia.

3, Ned. str. Batavia Hutchenson, Nov. 4, from Batavia for Amsterdam.

3, British str. Duke of Argyl, Condy, Nov. 4, from Batavia for London.

3, Amr. bark Landseer, Leflin, Sept. 9, from Batavia for London.

3, British str. Tweed, Peterson, Oct. 28, from Coles Island for Batavia.

3, British str. Duke of Devonshire, Long, Oct. 2, from London for Batavia.

SHANGHAI SHIPPING.

NOVEMBER 29TH.

11, Sarpedon, British str., from Miyoko.

11, Adowa, British str., from Nagasaki.

12, Kwangtung, Chinese str., from Hongkong.

12, Fungchung, British str., from Tientsin.

12, Tientsin, British str., from Tientsin.

13, Tsinan, Chinese str., from Tientsin.

13, Hainan, Chinese str., from Tientsin.

NOTICE TO CONSIGNEES

AUSTRALIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE VENICE PORT SAID,
SUNG KEDAH SUAKIM MASSA
WAH, SINGAPORE, ADEN, BOMBAY,
COLOMBO, PENANG, AND SINGA-
PORE.

THE Steamship

"MARIA VALERIE"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where delivery may be obtained.

This vessel brings on Cargo —

From Calcutta ex. s.s. *Aplia*, transhipped at Colombo.From Trieste ex. s.s. *Imperator*, transhipped at Bombay.From Venice ex. s.s. *Cordoba*, transhipped at Trieste.From Bodø ex. s.s. *Habsburg*, transhipped at Port Said.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before NOON-TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be made within 24 hours of arrival, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant will be subject to rent.

Bills of Lading will be countersigned by SANDER & CO., Agents.

Hongkong, 16th November, 1895. [2394]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"KHEILOU"

FROM BOMBAY, COLOMBO, AND SINGAPORE.

Consignees of Cargo by the above named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless notice to the contrary be given before NOON-TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be made within 24 hours of arrival, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant will be subject to rent.

Bills of Lading will be countersigned by S. SANDER & CO., Agents.

Hongkong, 16th November, 1895. [2395]

NOTICE TO CONSIGNEES.

THE P. & O. E. N. Co.'s Steamship

"CEYLON"

FROM ANTWERP, LONDON, AND STRASBOURG.

Consignees of Cargo by the above named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless notice to the contrary be given before NOON-TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be made within 24 hours of arrival, or they will not be recognised.

No Fire Insurance has been effected.

ALF. WOOLLEY,
Acting Superintendent.

Hongkong, 16th November, 1895. [2396]

NOTICE TO CONSIGNEES.

COMPAGNIE DES MESSAGERIES MARITIMES.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to SIEMSEN & CO., Agents.

Hongkong, 16th November, 1895. [2397]

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, TIENSIN, HANKOW, and Ports on the YANGTZE.

THE Company's Steamship

"AGAMEMNON"

Captain Stoeves will be despatched as above to-day, the 20th inst., at 3 p.m.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th November, 1895. [2398]

NOTICE TO CONSIGNEES.

CHINA NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship

"ERATO"

Captain T. Osterman, will be despatched for above ports TO-DAY, the 20th inst., at 4 p.m.

For Freight, apply to SIEMSEN & CO., Agents.

Hongkong, 16th November, 1895. [2399]

NOTICE TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship

"WINSOME"

having arrived from the above ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON of the 18th inst. will be landed at Consignees' risk and expense into the Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after SATURDAY, the 23rd inst., will be subject to rent and charging charges.

All claims must be sent in to us on or before SATURDAY, the 23rd inst., or they will not be recognised.

All damaged packages will be examined on FRIDAY, the 22nd inst., at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 16th November, 1895. [2399]

NOTICE TO CONSIGNEES.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

FOR NEW YORK.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS.

ALEXANDRIA, MARSEILLE, LYON, HAVRE, AND BORDEAUX.

Also

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

VICTORIA ... 3.167 ... Tuesday ... Dec. 3.

HANKOW ... 3.534 ... Tuesday ... Dec. 24.

TACOMA ... 2.549 ... Tuesday ... Jan. 14.

VICTORIA ... 3.167 ... Tuesday ... Feb. 11.

THE Steamship

"VICTORIA"

Captain J. Paxton, sailing at Noon on TUESDAY, the 27th November, 1895, at Noon, the Company's Steamship "SALAZIE," Commandant Paul, with Mail, Passengers, Specie, and Cargo, will leave this Port for the above places.

The Cargo and Specie will be segregated for London, as well as Manila, and accepted in transit through Marskeze for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m.

Specie and Parcels until 3 p.m. on the 26th November.

(Parcels are not to be sent on board, they must be left at the Agency's Office.)

Convenient and Value of Packings are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 16th November, 1895. [2399]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES for Company's Steamer

"AGAMEMNON"

are hereby notified that the cargo is being discharged into Craft, and landed at the Godowns of the Undersigned, in both cases it will be at Consignees' risk.

The cargo will be ready for delivery from Craft or Godown on and after the 19th inst.

Goods undelivered after the 25th inst. will be subject to Rent. All damaged Goods must be left at 11 a.m. on the 26th inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th November, 1895. [2399]

NOTICE TO CONSIGNEES.

POLYPHEMUS,

are hereby notified that the cargo is being discharged into Craft, never landed at the Godowns of the Undersigned, in both cases it will be at Consignees' risk.

The cargo will be ready for delivery from Craft or Godown on and after the 19th inst.

Goods undelivered after the 25th inst. will be subject to Rent. All damaged Goods must be left at 11 a.m. on the 26th inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th November, 1895. [2399]

NOTICE TO CONSIGNEES

"GLEN" LINE OF STEAM PACKETS.

FROM NEW YORK AND STRAITS.

THE Steamship

"GLENNOGLE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where delivery may be obtained.

Cargoes to be landed after the 23rd instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 30th instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATTHESON & CO., Agents.

Hongkong, 16th November, 1895. [2399]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CEYLON"

FROM ANTWERP, LONDON, AND STRASBOURG.

THE Company's Steamship

"GLENNOGLE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where delivery may be obtained.

Cargoes to be landed after the 23rd instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 30th instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATTHESON & CO., Agents.

Hongkong, 16th November, 1895. [2399]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	CAPTAIN	FOR FREIGHT APPLIES TO	TO BE DESPATCHED
LONDON, &c.	Marsapore	Brit. str.	Leedon	Y. & O. S. N. Co.	To-morrow, at Noon
LONDON & VIA SUEZ CANAL	Sarpedon	Brit. str.	Jackson	Butterfield & Swire	On or about 1st Dec.
LONDON & ILLE-FLIRUG	Scutellum	Brit. str.	McKellar	P. & O. S. N. Co.	On or about 2nd Dec.
LONDON & PORTS OF CALL	Java	Brit. str.	Davies	Holiday, Wiss & Co.	On 27th Inst., at Noon
BREMEN & PORTS OF CALL	Orana	Gen. str.	Hogenmaan	Molchers & Co.	On 27th Inst., at Noon
MARSEILLES VIA SAIGON &c.	Prausen	Brit. str.	Fran.	Messageries Maritimes	On 27th Inst., at Noon
VANCOUVER VIA SHAI &c.	Empress of India	Brit. str.	Afridi	Canadian Pacific R. Co.	On 26th Inst., at Noon
VICTORIA, B.C., &c. V. Y. HAMA	Victoria	Brit. str.	Pantin	Dowdell, Carrill & Co.	On 26th Inst., at Noon
SAN FRANCISCO VIA Y. HAMA	Afriki	Brit. str.	Amor	O. & O. S. S. Co.	On 26th Inst., at Noon
SAN FRANCISCO &c. Y. HAMA	China	Brit. str.	Shaw	Gibbs, Livingston & Co.	On 26th Inst., at Noon
NEW YORK & ILLE-FLIRUG	Stratford	Brit. str.	Dodd	Dowdell, Carrill & Co.	On 26th Inst., at Noon
NEW YORK & PORTS OF CALL	Glengyle	Brit. str.	Dilling	MacGillivray & Co.	On 26th Inst., at Noon
NEW YORK & SUEZ CANAL	Monmouthshire	Brit. str.	Jardine	Mallesons & Co.	On 26th Inst., at Noon
NEW YORK & SUEZ CANAL	Glengyle	Brit. str.	Dowell	Mallesons & Co.	On 26th Inst., at Noon
NEW YORK & SUEZ CANAL	Monmouthshire	Brit. str.	Dowell	Mallesons & Co.	On 26th Inst., at Noon
NEW YORK					